Request for Information
REVISED 11/17/2014

Date: November 10, 2014

Project: Maintenance Contract for the Midwest States' Next Generation Equipment Committee Rolling Stock

Issuing Agency: Michigan Department of Transportation
Van Wagoner Building, 425 W. Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909

1. INTRODUCTION

The Michigan Department of Transportation (MDOT) on behalf of the Midwest States (inclusive of Illinois, Michigan, Missouri, and Wisconsin), requests all potential proposers to review and provide comments on the following Request for Information (RFI). The Midwest States seek a Fleet Maintenance Contractor (Contractor) to execute the maintenance of a new Midwest Next Generation Equipment Pool that will begin coming online on Midwest rail corridors in the fall of 2016.

This new Midwest Next Generation Equipment Pool will include at least 21 new locomotives and 88 new bi-level railcars, with the probable addition of 34 more bi-level cars if options are exercised with the manufacturers Nippon Sharyo USA and Siemens USA.

Nippon Sharyo USA is currently manufacturing bi-level railcars in its Rochelle, Illinois facility and Siemens USA will be manufacturing locomotives in its Sacramento, California facility. Through a cooperative grant agreement, the Midwest States, along with California and Washington, are jointly procuring new bi-level railcars and locomotives. The entire Midwest Next Generation Equipment Pool is being purchased with grant funding from the Federal Railroad Administration (FRA). The Illinois Department of Transportation (IDOT) is leading the oversight of the locomotive procurement while the California Department of Transportation (Caltrans) is leading the oversight of the bi-level railcar procurement.

Prior to releasing a formal Request for Proposal (RFP), MDOT, on behalf of the Midwest States, aims to solicit industry ideas on concepts for maintenance of the Midwest Next Generation Equipment Pool which is outlined below after a short review of the background and purpose of this effort.

2. BACKGROUND AND PURPOSE

2.1 Background

The FRA's High Speed Intercity Passenger Rail (HSIPR) Program was created to help address the nation's transportation challenges by making strategic investments in an efficient network of passenger rail corridors that connect communities across the country. These investments focus on three key objectives:

- Building new high-speed rail corridors that expand and fundamentally improve passenger transportation in the geographic regions they serve;
- Upgrading existing intercity passenger rail corridors to improve reliability, speed, and frequency of existing services; and
- Laying the groundwork for future, additional high-speed rail services through corridor and state planning efforts.

To meet these objectives, FRA has solicited applications for more than $10 billion in grant funding made available through the American Recovery and Reinvestment Act (ARRA) and annual appropriations in FY 2009 and FY 2010.

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Section 305, required Amtrak to establish the Next Generation Equipment Committee (NGEC), comprised of representatives of Amtrak, the FRA, host freight railroad companies, passenger railroad equipment manufacturers, interested states, and, as appropriate, other passenger railroad operators.

The purpose of the NGEC is to design, develop specifications for, and procure standardized next-generation corridor equipment. Amtrak established the NGEC, which has completed the development of technical specifications for single- and bi-level passenger rail cars, diesel-electric locomotives, single-level trainsets, and single-level Diesel Multiple Units (DMUs) that will be used for future equipment procurements for state corridor services. The NGEC and FRA identified several key priorities related to the ownership, maintenance, and management of rail equipment:

- Efficient and cost-effective utilization of equipment for both in-state and multi-state corridors
- Deployment of equipment that allows for adjustments due to demand changes including seasonal adjustments
- Standardization of intercity rail passenger equipment, its management, insurance, maintenance, and related documentation
- Minimization of commercial life-cycle costs over the equipment's expected lifetime
- Adequate funding for operations, maintenance, and overhauls (including facilities and tooling) over the equipment's lifecycle
- Equitable allocation of costs
- Adequate ownership models and structure

2.2 Midwest Network Background

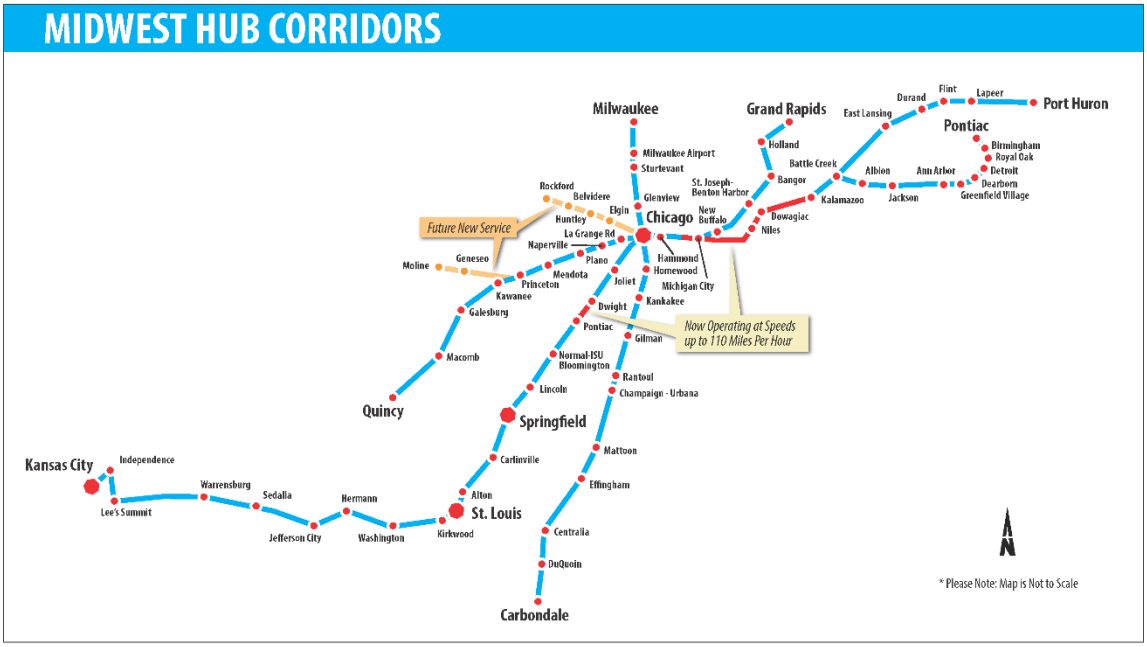
The Midwest "Hub" Network consists of eight routes radiating out of Chicago and St. Louis as outlined in **Table 1** below:

Table 1 – Midwest Hub Routes

Route Name	Route Endpoints
Hiawatha Service	Chicago-Milwaukee
Carl Sandburg Service	Chicago-Quincy
Lincoln Service	Chicago-St. Louis
Saluki Service	Chicago-Carbondale
Wolverine Service	Chicago-Detroit-Pontiac
Blue Water Service	Chicago-Port Huron
Pere Marquette Service	Chicago-Grand Rapids
Missouri River Runner	St. Louis-Kansas City

Figure 1 shows the existing rail routes, as well as planned services to Rockford and the Quad Cities, the first of which will be in operation by the end of 2015 and the latter in late 2016. Illinois also has the goal of extending the Rockford corridor to Dubuque, IA upon identification of funding for design and construction. In a similar context, Iowa DOT has the goal of extending the Quad Cities corridor to Iowa City, IA on identification of the required funding.

Figure 1 – Midwest Hub Network



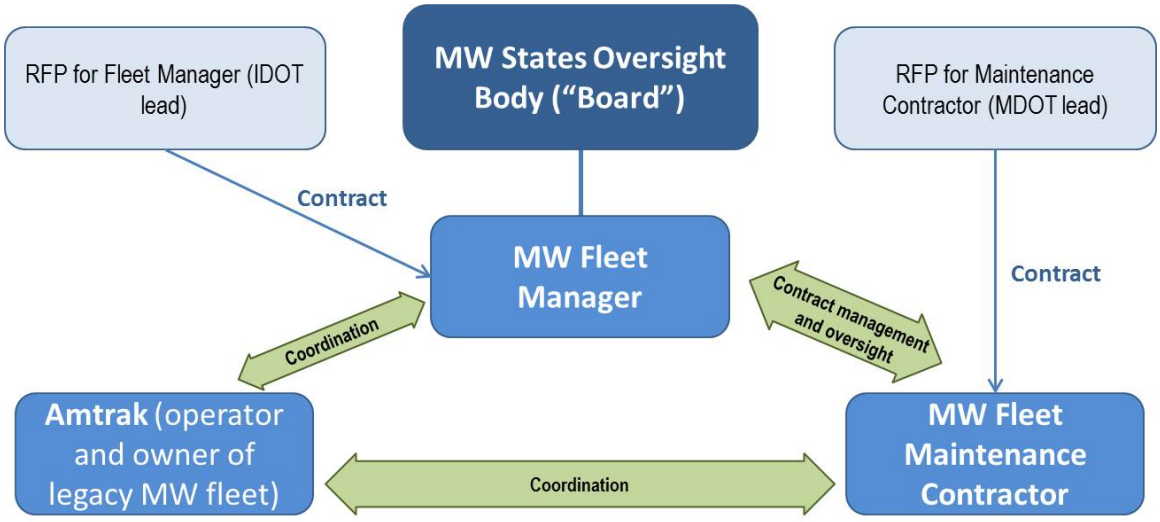
Current service on these routes requires 17 trainsets, of varying lengths depending on passenger demand on each corridor. These trainsets are composed of 68 single-deck coaches and three bi-level cars (the Pere Marquette operates with Superliner equipment; all other routes generally use a combination of Amfleet and Horizon cars). This car count does not include spare cars required for maintenance or other purposes.

Assuming the aforementioned options are exercised, all existing and new routes will be equipped from the pool of 122 new railcars and 21 locomotives. Any need for spare equipment, however, or any further expansions in service, would require equipment from the current service operator Amtrak until more funding is available to provide that additional rolling stock. The Contractor will only maintain the new Midwest fleet, and will be expected to manage the interface with any fleet needs filled by Amtrak.

2.3 Roles and Responsibilities

MDOT, on behalf of the Midwest States, is seeking a Contractor to execute the maintenance of the Midwest Next Generation Equipment Pool once it starts coming online. It is the view of the Midwest States and FRA that a Contractor would be best positioned to coordinate maintenance of the Midwest Next Generation Equipment Pool on a regional basis with all the states, Amtrak, and the FRA. A separate Midwest Fleet Manager, contracted by IDOT (on behalf of the Midwest States), will assist the Contractor in this coordination effort where needed. The proposed high-level organization structure for Midwest Next Generation Equipment management is as follows in **Figure 2** below:

Figure 2 – Midwest Next Generation Equipment Management Organization Structure



The key tasks required in support of managing and maintaining the Midwest Fleet will be divided among the Fleet Manager and the Maintenance Contractor as outlined in **Table 2** below:

Table 2 – Fleet Manager and Maintenance Contractor Responsibility Matrix

Task	Lead Responsibility	
	Fleet Manager	**Maintenance Contractor**
Select temporary/permanent maintenance facility location(s)	X	
Manage purchase/lease of property, design and construct of maintenance facility(ies)	X	
Select and procure major tools and fixed equipment for maintenance facility(ies) on behalf of Midwest States	X	
Maintain maintenance facility(ies) including major tools and fixed equipment		X
Select and procure RIMS software on behalf of Midwest States	X	
Update and maintain RIMS software		X
Approve and oversee all maintenance contractor plans/programs	X	
Manage the interface to Amtrak (operator, owner of remaining Midwest fleet)	X	
Develop and implement a Safety Management System[1] (SMS) for performing maintenance		X
Approve SMS procedures	X	
Perform preventative maintenance of Midwest fleet		X
Develop major capital maintenance plan		X
Approve major capital maintenance plan	X	

2.4 Funding

The Midwest States plan to fund the Maintenance Contractor contract and construction, purchase, or lease of both temporary and permanent maintenance facilities where the selected Contractor will perform work.

2.5 Ownership of Facilities

In the short-term, temporary facilities may be owned by the Contractor. The long-term ownership/control of the permanent maintenance facilities shall be with the states. The Midwest States have an interest in maintaining flexibility over the maintenance contract, making future ownership arrangements of a permanent maintenance facility, including potential ownership by the Midwest States, a vital issue.

[1] According to the Federal Aviation Administration, SMS is the formal, top-down business approach to managing safety risk, which includes a systemic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

2.6 Timelines

This RFI will follow the timeline in **Table 3** below to support the Midwest States in their decision process for the potential release of a Maintenance Contractor RFP:

Table 3 – RFI Timeline

Milestone:	**Date:**
RFI release	November 2014
Q&A deadline	December 5, 2014
RFI responses due	December 15, 2014
Oral Presentations	January 21, 2014

If the Midwest States determine to issue a RFP for a Maintenance Contractor the anticipated release date is spring 2015.

In addition to the Maintenance Contractor RFI/RFP, the Midwest States are currently planning to release a RFP for a contractor to perform fleet management services (Fleet Manager) to the above described Midwest Next Generation Equipment Pool. This release is planned for late fall 2014 with a NTP date anticipated not later than summer 2015.

At this point it is anticipated that deliveries of Midwest bi-level cars will occur between May 2016 and mid-2018, while diesel locomotives are planned to be delivered between November 2016 and June 2017. It is expected that the Maintenance Contractor and Fleet Manager contracts shall not be performed by the same entity due to potential conflict of interest.

Respondents' Cost:
MDOT will not be responsible for any costs or expenses incurred in preparing and submitting information in response to this RFI, including the oral presentations, if invited. The cost of preparing, submitting, and presenting a response to this request is the responsibility of each respondent and shall not be chargeable to MDOT, the Federal Government, or any other public agency. As indicated above, interested parties are not required to submit a response to this RFI in order to participate in the solicitation process. Additionally, MDOT does not guarantee that an RFP will be issued.

RFI Results and Confidentiality:
It is the intention of the Midwest States and MDOT to use comments to this RFI as appropriate to make suggestions and recommendations prior to the release of an RFP.

MDOT recognizes that the information contained in these responses may be confidential. All material submitted will not be made publically available except as required by law. MDOT will not return the submissions to the respondents.

Interested parties are requested to provide a letter of interest as described plus responses to the identified questions assembled and saved as a single PDF file, via e-mail no later than 5:00 PM (EST) December ~~10~~, **15**, 2014 to: MDOT-RFP-Response@michigan.gov. The PDF file must be 5 megabytes or smaller. MDOT's requisition number and company name must be included in the subject line of the email. The PDF shall be named using the following format: "Requisition #XXX_Company Name.PDF." MDOT will not accept multiple submittals. Responses must be *received* by MDOT on or before the due date and time specified above. All respondents will receive an e-mail reply/notification from MDOT when the response is received. Please retain a copy of this e-mail as proof that the response was received on time. Contact Contract Services Division immediately at (517) 373-4680 if you do not get an auto response.

2.6 Project Manager

Daniel Harris
State Safety Oversight Manager
425 West Ottawa
Lansing, MI 48909
Phone: (517) 335-1005
E-Mail: Harrisd16@michigan.gov

All questions must be e-mailed to the Project Manager and must be received no later than December 5, 2014. All Q&A will be posted on the website.

3. INSTRUCTIONS FOR RESPONDENTS

MDOT is considering issuing an RFP in the future, but is only seeking information at this time. **Responding to this RFI is not a prerequisite for the participation in an RFP relating to this topic in the future, but we encourage interested parties to respond.**

In addition to a letter of interest, interested parties shall submit a PowerPoint presentation of no more than twenty-five (25) pages which:

- Gives a brief background of the firm/team and areas of expertise with relevance to the scope of the maintenance work
- Specifies whether the firm provides similar services and a list of current clients for those services
- Specifies an individual to contact who will respond to requests for additional information
- Explains how the interested party's firm/team would execute the following key activities under the circumstances described above that the new equipment will need to be maintained starting in summer 2016:

    - Identify location and ramp-up temporary or permanent maintenance facilities (central and satellites), using existing maintenance facilities or refurbishing/ modifying existing facilities that can function as maintenance facility prior to

delivery of Midwest fleet. Specifically address how the suggested facility location would appropriately fit the operational needs of the Midwest fleet running on above mentioned routes. If possible, add information for available locations/facilities[2] and approximate need for construction/refurbishment, associated time frames as well as investment values. Facilities need to cover bi-level cars and locomotives in one location. Specify if the identified location(s) can be utilized for heavy repair/overhauls.

- Mobilize and train workforce to perform maintenance at above identified locations
- Develop a maintenance standard operating procedures manual and major capital maintenance programs
- Execute all daily service and inspections and periodic inspections, regular scheduled maintenance, corrective maintenance and preventative maintenance intervals, and servicing of revenue vehicles. Specifically refer to your recommended maintenance best-practices to achieve low life-cycle cost
- Operate and maintain temporary/ permanent maintenance facilities including major tools and fixed equipment

Oral presentations will take place with each invited party for two hours (half presentation, half Q&A), with up to two participants per party. The scope of the future maintenance RFP and the decision on how and when to release it will be significantly affected by the results of this RFI process. An RFP is not guaranteed at any time.

The oral presentations will be scheduled for two to four weeks after submittal of RFI responses and can only use the submitted RFI PowerPoint presentations.

[2] For confidentiality reasons, the exact location does not need to be disclosed.

APPENDIX

Midwest Hub Route Descriptions

Chicago-Milwaukee

The Chicago-Milwaukee "Hiawatha Service" operates on an 86-mile corridor between Union Station in Chicago and Milwaukee. In Chicago, for the first 5.4 miles from Union Station to Tower A5 (on the city's north side), this route is controlled by Metra, the Northeastern Illinois region's commuter rail operator. For the next 26.9 miles, from Tower A5 to Rondout, where the Metra services diverge onto a branch to Fox Lake, IL, the route is under CP control. For the final 59 miles from Rondout to Milwaukee, control continues to be by CP, with Amtrak trains and CP (and trackage rights) freights using these tracks.

Three intermediate stations are included on this route: Glenview, IL (shared with Metra-Milwaukee North trains); Sturtevant, WI (near Racine); and, the Milwaukee Airport Rail Station.

Two trainsets are used to provide daily service, one each beginning from Chicago and Milwaukee. On weekdays and Saturdays each trainset makes seven one-way trips, or a total of 602 revenue miles. Sunday and Holiday service requires each trainset to make six one-way trips for a total of 516 revenue miles. Maximum speed on the corridor is 79 mph.

As noted above, commuter rail traffic shares the corridor over a considerable length. There is also significant freight traffic over much of this corridor.

Future plans include expanding the number of one-way trips between Chicago and Milwaukee. There is a corridor study underway which is investigating six additional one-way trips (three from Chicago and three from Milwaukee) with a third train consist, and the possibility of increasing the maximum speed to 90 mph.

One Amtrak long-distance train, the "Empire Builder," also makes one daily round trip over this corridor.

Chicago-Quincy

Between Union Station and 16th Street, Chicago trains on this corridor operate over Amtrak-owned trackage. They transition to BNSF-owned tracks which extend for the next 256 miles to Quincy, IL. The daily round trip which originates in Chicago is called the "Carl Sandburg," while its opposite number (on its return trip), starting each day from Quincy is known as the "Illinois Zephyr."

There are eight intermediate stations on this route: LaGrange Road and Naperville, IL (shared with Metra-BNSF line trains); and stops in Plano, Mendota, Princeton, Kewanee,

Galesburg, and Macomb, IL. Metra-BNSF line trains currently operate only as far west as Aurora, IL.

Two trainsets are required to provide the two daily roundtrips, so each trainset accumulates 516 revenue miles per day. Maximum speed on this corridor is 79 mph.

The BNSF mainline which these trains operate over between Chicago and Galesburg (a distance of 162 miles) is one of the heaviest freight corridors in the Chicago area. There is also freight service on the line through Quincy, though the ton-miles are well below what is operated on the BNSF mainline.

Two Amtrak long-distance trains also operate over this corridor between Chicago and Galesburg. These are the daily trips of the "California Zephyr" and the "Southwest Chief."

Chicago-St. Louis

The Amtrak corridor between Chicago and St. Louis is 284 miles long. This corridor begins on Amtrak-owned trackage between Union Station and 21st Street, Chicago, and then transitions to CN-owned trackage, which extends for about 35 miles to a point just south of Joliet Union Depot, at Ohio Street. Between Joliet and Q Tower in East St. Louis (around 256 miles) these trains operate over Union Pacific (UPRR) trackage. For the final three miles into St. Louis, these trains use the tracks of the Terminal Railroad Association of St. Louis.

There are a total of four daily round trips, all operated under the "Lincoln Service" brand. Four trainsets are required to cover this service, with each trainset covering 568 revenue miles per day. Six of the eight "Lincoln Service" trains currently operate at a maximum of 110 mph between Dwight and Pontiac. The other two corridor trains run at 79 mph on this section. Maximum speed on all other sections of the corridor is 79 mph.

There are nine intermediate stations on this corridor (though not all trains stop at all stations): Summit and Joliet, IL (shared with Metra-Heritage Corridor trains); Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, and Alton, IL. A new station has been built in Bloomington-Normal, and work is underway on the improvement of most all the other stations on this corridor.

A federally-funded improvement program will see the number of miles operated at a maximum of 110 mph increase significantly by the end of 2015 and be further expanded by late 2017. In addition, the state, Amtrak and the UPRR have been negotiating to run the fourth train pair at 110 mph (where safe track conditions allow), which is expected to begin by the end of 2015.

As part of the improvement program, there are plans to expand the number of trains operating on the corridor, as well as to reroute the line into a shared-use corridor through

metropolitan Springfield. Rerouting of the corridor in the Metro Chicago and St. Louis areas is also being studied at present.

Freight traffic is significant over all portions of the corridor. UPRR has opened an intermodal terminal to the south of Joliet, which is expected to increase freight traffic on the line over time.

One long-distance train operates every day on this corridor – this is the "Texas Eagle" running between Chicago and Los Angeles. This train operates at a maximum of 79 mph on this line.

Chicago-Carbondale

Two daily round trips operate on this 309 mile corridor. The trips which depart Chicago and Carbondale in the morning are known as the "Saluki," while the afternoon departures operate under the "Illini" name.

This corridor begins on Amtrak-owned trackage, which extends from Union Station to 16th Street, Chicago. Trackage owned by CSX is used from 16th Street to the crossing with the Metra-Rock Island District (at approximately16th and Clark Streets in Chicago). East of the Metra crossing, the corridor ownership transfers to CN and remains that way all the way to Carbondale.

Two trainsets are required to cover the service, with each trainset accumulating 618 revenue miles every day. Maximum speed on the corridor is 79 mph.

There are nine intermediate stations on the line: Homewood, Kankakee, Gilman, Rantoul, Champaign-Urbana, Mattoon, Effingham, Centralia, and DuQuoin. Although the Metra Electric District also has a station in Homewood, this is not on shared trackage – the Metra Electric District trains operate on segregated tracks parallel and to the west of the CN tracks.

There is significant freight traffic on most all sections of this line. One daily long-distance passenger train "the City of New Orleans" also operates over the corridor.

Chicago-Pontiac

Three round trips per day operate over this 304-mile corridor, all under the "Wolverine" service name. Trackage is owned by Amtrak between Union Station and 21st Street, Chicago (approximately 2 miles). From 21st Street to Porter, IN (a distance of about 39 miles), ownership is by Norfolk Southern (NS). Amtrak owns the next 97 miles of line, between Porter, IN and Kalamazoo, MI, while the State of Michigan owns the 135 miles from Kalamazoo to Dearborn, MI with the exception of an additional 2 mile segment in Battle Creek which is owned by Canadian National. Dearborn to Vinewood (about 5 miles) is owned by Conrail Shared Asset Operations. From Vinewood to Pontiac, about 24 miles, CN owns the line over which the "Wolverine" operates.

Three trainsets are required to cover the daily service. Each trainset accumulates 608 revenue miles per day. Maximum speed between Porter and Kalamazoo is 110 mph. On all other sections of the line, the maximum speed is 79 mph.

There are 14 intermediate stations on this corridor (though not all trains make all stops): Hammond-Whiting, and Michigan City, IN; and, New Buffalo, Niles, Dowagiac, Kalamazoo, Battle Creek, Albion, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, and Birmingham, MI. Trains operating on the Chicago-Port Huron service (see following section) share tracks with the "Wolverine" between Chicago and Battle Creek.

Federally-funded improvement programs are underway to provide new stations in Troy and Dearborn, providing a new and direct connection track between the Dearborn and Detroit New Center stations at West Detroit Junction, along with rebuilding the line from Kalamazoo to Dearborn suitable for a 110 mph top speed.

The level of freight traffic varies by section of line.

Chicago-Port Huron

One round trip per day is operated as the "Blue Water" service on this 319-mile corridor. Trackage is owned by Amtrak between Union Station and 21st Street (approximately 2 miles), Chicago. From 21st Street to Porter, IN (a distance of about 39 miles), ownership is by Norfolk Southern (NS). Amtrak owns the next 97 miles between Porter and Kalamazoo, while the State of Michigan owns the section of line extending west from Kalamazoo to Battle Creek (22 miles). Port Huron trains divert from the Michigan line at Battle Creek. The 159 miles from Battle Creek to Port Huron are owned by the CN.

One trainset is required to operate this service, accumulating 638 revenue miles per day. Maximum speed between Porter and Kalamazoo is 110 mph. On all other sections of the line, the maximum speed is 79 mph.

There are nine intermediate stations on this corridor: New Buffalo, Niles, Dowagiac, Kalamazoo, Battle Creek, East Lansing, Durand, Flint, and Lapeer, MI. Trains operating on the Chicago-Pontiac service (see preceding section) share tracks with the "Blue Water" between Chicago and Battle Creek.

The level of freight traffic varies by section of line.

Chicago-Grand Rapids

One round trip per day is operated as the "Pere Marquette" service on this 176-mile corridor. Trackage is owned by Amtrak between Union Station and 21st Street, Chicago (approximately 2 miles). From 21st Street to Porter, IN (a distance of about 39 miles), ownership is by Norfolk Southern (NS). From Porter to the terminal in Grand Rapids (about 135 miles), the track is owned by CSX.

One trainset is required to operate this service, accumulating 352 revenue miles per day. Maximum speed on this line is 79 mph.

There are three intermediate stations on this corridor: St. Joseph-Benton Harbor, Bangor, and Holland, MI. There is moderate freight traffic on this line.

St. Louis-Kansas City

Two round trips per day are operated over this corridor as the "Missouri River Runner" service. Total length of the corridor is 283 miles. Ownership of trackage begins as TRRA in St. Louis and transitions to UPRR ownership, which extends all the way to Kansas City.

Two trainsets are required to operate this service, accumulating 566 revenue miles per day. Maximum speed on this line is 79 mph.

There are eight intermediate stations on this corridor: Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, and Independence, MO. The freight traffic on this route is considerable.